

Veto Keeps Rail Rate Power in Federal Hands

President Wilson Rejects Bill That Would Restore Function to Interstate Commerce Commission

Favors Principle, Though

Suggests Changes: Measure Deemed Dead on Account of Return of Roads Soon

WASHINGTON, Nov. 18.—Holding that the authority of the railroad administration over rates, schedules and classifications was necessary to enable it promptly to meet operating emergencies arising during the existing period of heavy trade, President Wilson today vetoed the Senate bill restoring the pre-war rate making powers of the Interstate Commerce Commission.

Because of the short time intervening before the roads are returned to private operation on January 1, leaders in the Senate and House thought no effort would be made to pass the measure over the veto. Republican Leader Mondell, of the House, said flatly he never had approved the bill, and consequently was in accord with the President's action.

Text of Message
"This bill," said the President's message, "deprives the government of the United States, while still charged with the exclusive responsibility for operating the railroads during Federal control, of an power to make any change in any interstate rates, fares, charges, classification, regulation or practice without having first secured the approval of the proper state regulating tribunals, whereas under the Federal control act as originally enacted the government of the United States has the same power to determine the interstate matters as it had to determine similar matters of an interstate character."

"The immediate effect of such a change in the law would be to deprive the Federal government of the ability to meet promptly and decisively with operating emergencies, which are now arising and must continue to arise during the existing period of heavy trade. Recently the railroad administration and that refrigerator cars are being unduly delayed by consignees at a time when there was urgent demand for an enlarged transportation use of such cars. The railroad administration was able to meet this demand promptly to correct this situation by the imposition of an emergency charge. Such a step could not have been taken promptly if it had not been necessary to consult also state legislatures through their ratifying bodies."

Prevents Uniform Plan.
"Since the authorities of each state would, under this bill, have the full power to exercise an independent judgment, the probable result would have been, if this bill had been in effect, to prevent any uniform practice at all, notwithstanding the fact that the Federal government was the sole operator of the railroads and, as such, conducting the interstate operations as well as the intrastate operations."

"At the present time the railroad administration is proceeding with an important measure to secure the heavier loading of cars with grain and grain products so as to meet more fully the urgent need for a greater transportation of those commodities. If it should be necessary to obtain the independent judgment of each state tribunal, the delay would probably be so great as to defeat the purpose of the plan."

"The matters I have mentioned are illustrations of pressing practical emergencies which must be dealt with promptly if they are to be dealt with effectively, and while the Federal government alone is responsible for railroad operation, it ought to have with it the full power to deal with these problems. The practice of the railroad administration to secure the advice of the Interstate Commerce Commission upon matters of importance reasonably insures an adequate representation of the public interest and avoids the divided action and inevitable delay which would result if each state authority should have exclusive and final power as to regulation of all matters of interstate traffic within its borders."

Beyond these pressing practical emergencies I feel that it is a far wiser

general principle to vest in the Federal government power to raise the revenue to operate the railroads when the Federal government alone is responsible for paying the bills for their operation.

"In a country of such great extent it is undoubtedly desirable to get the fullest practicable benefit of local advice upon local matters, and this is equally as much to be desired in respect of local interstate rates and practices in a given portion of the country as in respect of intrastate rates and practices covering a similar extent in the same locality. It is the policy and practice of the railroad administration, which I heartily endorse, to secure as far as practicable the full benefit of the suggestions of the state authorities, both as to intrastate rates and as to local interstate rates, but in the last analysis, while the Federal government is solely responsible, it seems to me that entirely independent and final power as to a large proportion of these vital matters should not be transferred to the respective states."

"The broad question of general principle which I have just discussed might, perhaps, be waived, in view of the short duration of Federal control, but the practical emergency to which I have first referred are matters with which the Federal government must deal day by day in the discharge of its responsibility, and do not think its ability to deal with them promptly and conclusively should be impaired even during a brief period of Federal control."

Asks for Modifications
"The leading principle of this bill, which is to give the Interstate Commerce Commission power, pending its provision thereon, to suspend rates, practices, etc., initiated by the President, is entirely acceptable to me, although if in the future the bill should be re-passed I should hope to see some modifications in detail which would avoid attaching a presumption of unreasonableness (as this bill appears to do) to changes so initiated in rates, practices, etc. I should also hope to see another modification, which would avoid any possibility of bringing in question the validity of orders which already have been made by the railroad administration in the discharge of its responsibility."

International to Take Hand in Printers' Strike

Representatives on Way to Deal With Refusal of "Big Six" to Call Off "Vacationists"

Representatives of the executive committee of the International Typographical Union are on their way to New York from Indianapolis, headquarters of the organization, to take a hand in the printing trades controversy, which has paralyzed the city for nearly two months. The action of the international was taken following refusal of the 3,000 "vacationists" of Typographical Union No. 6—"Big Six"—to permit work at the meeting of "Big Six" last Sunday.

Bert Brady, New York organizer of the international, and the Printers' League, the organization of employing printers, formed the international action of "Big Six" was in violation of the rules against strikes not authorized by the international body. It is possible the executive committee appointed the officers of the union in which case the officers of the union may be shorn of their power and the international proceed to effect a settlement with the Printers' League.

Mr. Rouse said the men are determined not to yield on their demand for the forty-four-hour week, and added employers are gradually yielding. Three large employers granted the forty-four-hour week yesterday, he said, sending back 100 compositors to their plants. Mr. Rouse added the reported opposition of newspaper chaplains to the vacationists is not correct. He said "The World" chapel voted by 53 to 48 to table the resolution adopted by The New York Tribune and the other newspapers to return, the acceptance of arbitration and calling in of the international officers to settle the controversy in case the two camps' recommendations fail.

The Diamond Press, the Nation Press, the Book Publishers' Press and the Prospect Press were expelled from the Printers' League at a meeting of that organization at the Hotel Astor yesterday. In each case the charge against the firm was that of breaking an agreement signed by all members of the Printers' League at the beginning of the controversy. This pledge bound each firm to follow any action decided upon by the league during the unsettled situation.

SALT LAKE CITY, Nov. 18.—Active

TIFFANY & Co.

FIFTH AVENUE & 37th STREET

DIAMOND RINGS, BAR PINS AND WRIST WATCHES

U. S. Orders Quick Truce In Coal War

Continued from page 1

throwing Kansas mines into the hands of a receiver admittedly was causing operators much concern. Harry W. Taylor, president of the National Coal Association, and Fred W. Lukens of Kansas City, president of the Southwestern Coal Operators' Association, conferred with respect to "legal phases" of the situation.

Retrospective Scale Consented To
Mr. Lukens telegraphed Governor Allen his organization was ready to make wage scales, which may be adjusted later, retroactive to the date at which the miners return to work. Operators, he said, will meet with the union official of District No. 14, embracing all of Kansas, for discussion of the new wage contract immediately after the conference here is ended.

"If Governor Allen can get the miners back to work, that's fine," said Lukens, who added the operators would be justified in seeking an injunction in a Federal court if the Governor gave them bonuses to return. Other officials expressed the belief that the Kansas miners would not go back unless their demands were fully met.

Miners Quit Again, Urged by Radicals

Foreigners in Wyoming Threaten to Shoot All Who Go Back to Work

SALT LAKE CITY, Nov. 18.—Coal miners in the Wyoming district, after returning to work, were persuaded by a group of alleged radicals to walk out again, according to a report received here late today from Rock Springs, Wyo. The effect and scope of this action are uncertain, according to railroad officials here who have started an investigation.

ROCK SPRINGS, Wyo., Nov. 18.—Few miners resumed work at the coal mines in this section today because of open threats of violence from Montana and Montenegro miners to shoot any one who returned. The foreigners are said to favor a prolongation of the strike. A meeting of miners called here last night by Local 2174, United Mine Workers of America, was adjourned by the leaders when discussion between the foreigners who were against going back to work and miners wishing to do so became violent.

Rumors are current of disturbances in camps of the Rock Springs district. It is said the American workers would resume operations immediately except for the open threats of the foreigners.

Reds Terrorize Western Miners

Foreigners Threaten to Shoot Men Who Want to Go Back to Work

SALT LAKE CITY, Nov. 18.—Active

having come to Chicago for meetings having nothing to do with the coal situation and arranged some time ago, we took advantage of being together to discuss the present coal problem. While it was found there is necessity for conserving coal just as far as possible, it was decided no drastic general curtailment of train service would be undertaken pending further consideration of the subject, which will be given during the present week. If such curtailment is decided upon adequate notice will be given to the public. Meanwhile, as far as possible, coal in the hands of the railroads under the order of the fuel administration will continue to be distributed to public utilities and other users of coal in accordance with actual necessity."

Conditions in Northwest Serious
Reports made by the regional directors at the meeting showed some districts are in much better condition than others. R. H. Ashton, director of the Northwestern regional, in which 103 passenger trains have been suspended, reported the situation in his jurisdiction was serious. "The railroads, which are the vital life of the nation, must be kept going," said Mr. Ashton.

Besides Mr. Ashton the other directors in attendance were Hale Holden, Central Western regional; A. T. Hardin, Eastern; L. W. Baldwin, Allegheny; B. L. Bush, Southwestern; B. L. Winchell, Southern, and N. D. Maher, Peabodias.

Henry B. Spencer, director of the division of purchases of the railroad administration; W. T. Tyler, director of the division of operations; M. B. Aggett, assistant to Mr. Hines, and T. W. Proctor, chairman of the Chicago regional coal committee, also took part in the deliberations.

Kansas Receivers Balk on Mine Job

Men Governor Named to Start Coal Production Are Unwilling to Serve

PITTSBURG, Kan., Nov. 18.—Unwillingness to serve as receivers for Kansas coal mines, taken over by the state last night under receivership orders issued by the Kansas Supreme Court, was expressed today by two of the three receivers appointed.

That, coupled with the refusal of August Dorchy, vice-president of the Kansas mine unions, to meet Governor Allen and discuss the situation, left in doubt to-night the success or failure of the receivership plan by which state officials had hoped mining operations would be resumed immediately.

Dorchy based his refusal to meet the Governor on the ground that he had no authority to discuss the return to work of the men.

The receivers who expressed unwillingness to serve are Charles F. Spencer, of Pittsburgh, representing the operators, and Edward H. Hines, of Girard, a miner representing the men. Clarence D. Sample, mayor of Erie, Pa., representing the public, is the third receiver. Governor Allen, it was understood to-night, was urging Spencer to reconsider his attitude.

Titus, in a letter to the Governor, declared that to accept the appointment "would be usurping the power invested in our national and district officials of the mine workers' organization, of which I am a member, and my allegiance to those officials and the organization is inseparable."

Miner Is Fired On From Ambush: 600 Others Quit

PUNXSUTANEY, Penn., Nov. 18.—Six hundred union miners who went to work in the Florence mine near here today, walked out when they learned that Joseph Zully, a miner, had been fired on from ambush while on his way to the pit. Other union mines in the district reported increased working forces today.

\$406,000,000 Repayment Authorized by House

WASHINGTON, Nov. 18.—Legislation authorizing creation of an equipment trust to reimburse the government for \$406,000,000 spent for locomotives and cars during the Federal control of the railroads was passed today by the House and sent to the President for approval.

THE STORY OF REVILLON FURS

Revillon dog runners at Rest

Revillon travelers in the North follow a regular schedule. They stop at intervals of about two and one-half hours for a cup of tea and a light lunch and to give a short rest to the dog team. They do not eat much at a time, but take food frequently throughout the day until nightfall, when they make camp and cook supper. The dogs have only one meal, which is given them after their day's work is done.

Revillon Freres

Fifth Avenue at 53rd Street

Explanation was that with the ending of the war and the enforcement of the wartime prohibition act there was nothing left for the squad to do, as it had been created solely for the purpose of arresting men who unlawfully sold liquor to soldiers and sailors. The squad, it was said, worked under the direction of Emil Sperling, who is in the art business with his father-in-law at 735 Fifth Avenue and who has the title of major of police reserves.

"Drys" to Seek Recruits

Amendment Sunday Will Be Start of Big Campaign

The Allied Citizens of America, organized by the "drys" to further enforcement of prohibition and other welfare laws, has set "dram Sunday, January 18, as "Amendment Day," on which a drive will be made to recruit the membership of the organization to an immediate minimum of a quarter of a million. In speaking of the plans of the organization yesterday William M. Anderson, state superintendent of the Anti-Saloon League, said:

"Perhaps the main feature of the day will be a drive for membership of the Allied Citizens of America, the state-wide system of coordinated local law enforcement organizations incorporated to uphold American ideals and the United States Constitution. This new organization, although without funds, already has 45,000 covenanted members in the State of New York pledged to uphold the Constitution, particularly the Eighteenth Amendment thereto, and all laws—local, state and national."

Squad To Be Disbanded

Secret Service Police Reserves Have Finished Work

The so-called secret service squad of the police reserves, which was organized during the war to participate in rounding up bootleggers, soon will be disbanded, it was learned yesterday.

Will Place on Sale This Morning

A Most Uncommon Collection of

Women's Smart Winter Coats

We contracted for these beautiful coats long before the recent advance, otherwise coats of this character would be impossible at such modest cost.

At \$35

Fashion's most charming and practical Winter Coats, in swaggar belted and straight line effects, strictly tailored for wear with separate furs, or with large shawl or muffler collars of French Seal. Fashioned of Bolivia Cloth and Rich Velours, fully lined and interlined. Sizes 34 to 48.

At \$49.50

A large collection of beautiful Plush Coats in the smartest models shown this season. The style pictured is in belted effect, with large shawl collar of Skunk-Opossum. Each coat fully lined and warmly interlined. Sizes 34 to 48.

LIMITED TO WEDNESDAY

Women's Tricotine, Yahama, and Wool

Velour Frocks

Formerly \$39.50 to \$45

Reduced to \$29.50

We have taken all broken selections of frocks selling at \$39.50 and \$45, and reduced them to this one price for prompt disposal. The model pictured is developed in fine quality Wool Tricotine, with pockets, cuffs, neck and skirt richly hand embroidered.

Other equally charming styles are in Wool Velour and Yahama Cloth, trimmed with smart tucks or silk embroidery. Sizes 34 to 40.

None Sent C. O. D., Exchanged or on Approval

We have made unusual preparations to present today a splendid collection of

Exquisite Fur Neckpieces

at prices possible only because of very extensive purchases made far in advance

Furs were never in such demand as they are at present, and every kind of pelt is very, very scarce. Prices recently advanced to no little extent because of the demand exceeding the supply, and still further advances are predicted. We offer today the most exquisite neckpieces anywhere assembled, at prices which would be impossible if based upon today's market quotations.

Fox Scarfs, in Taupe, Poirer, Kamchatka or Black. Special \$48.50

Fox Sets, made of selected skins, in all wanted colors. Special \$85.00

Handsome Wolf Scarfs, in all fashionable shades. Special \$35.00

Beautiful Wolf Sets. Special \$60.00

Novelty Skunk Scarfs. Special \$67.50

Skunk Muffs to match. Special \$45.00

Hudson Seal Scarfs. Special \$37.50

Muffs to match. Special \$22.50

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Dressing Gowns—Imported Wool Robes of Camel's Hair and Scotch Wool in Brown and Grey. \$25.00 to 45.00.

Smoking Jackets, in plain color Velvets, Tuxedo Style. \$30.00.

Bath Robes, of Turkish Toweling. \$7.50 to 21.00. Slippers to match. \$1.50. Blanket Robes. \$8.50 up.

Belts and Belt Sets, with silver buckles in good variety. Buckles, \$1.50 to 10.00. Belts, \$4.00 each.

Evening Dress Sets—Links and studs, also Vest Buttons from \$3.50 to 12.00. **Evening Dress Vests**, of White Pique, \$5.00 to 10.00.

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